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WEEKLY BULLETIN



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Volume 18

DETROIT, MICHIGAN, FEBRUARY 1, 1944

No. 5

ARCHITECTS CONVERSATION PIECE

By KENNETH C. BLACK, A.I.A.

A SATIRICAL FARCE IN NO ACTS, ONE TYPICAL SCENE,
LOTS OF CONVERSATION, AND, AS USUAL, NO RESULTS

TIME: 1943.

PLACE: Any tavern in almost any American city.

CHARACTERS: (In the order of their speaking.)

Joe Doaks, John Doe—Two ordinary, middle-aged architects.

Archie Techtovich—A young architect and a modernist who is impatient with tradition, the A.I.A., and practically everything else—even including, at times, his idol, that super-modernist, Ano Nymous.

Conser Vative—An architect of the “old school” steeped in tradition and thoroughly bewildered by modern trends.

Bill C. Peddler—An elevator salesman.

B. Very Cautious—An architect. Senior partner in the large firm of Cautious, Cohen, O'Brien & Stinkovick, Architects and Engineers, Inc.

Mechani Calengineer—A mechanical engineer.

Ano Nymous—An architect refugee from Latvia whose work has been variously described as functional, dynamic, progressive, curious, queer, and horrible—but never beautiful.

Dr. Psychi Atric—A professional psychiatrist.

Judge A. D. Vocate—A judge of the criminal courts and a personal friend of Dr. Psychi Atric.

Waiter, Bartender—Non-vocal members of the cast.

PROLOGUE: (A curtain speech delivered by one of the principal actors.) “In the opening chorus of the musical comedy, “Louisiana Purchase” the audience is introduced to the mythical city of New Orleans in the mythical state of Louisiana. Similarly, in this play, we will be listening to an entirely mythical conversation participated in by equally mythical characters. Any resemblance or reference to per-

sons living, dead, mentally unbalanced, or otherwise, is entirely unintentional and coincidental—even if unavoidable.”

“Whenever architects get together these days someone starts to talk about “the sad state of the profession and the chaotic condition of the building industry.” We complain about the fact that lumber companies, contracting organizations, builders, supply dealers, real estate operators, engineers, and government bureaus are all making plans for buildings that we think should be prepared by private architects. Some of us think that the small architect, like other small business men, is destined to lose his identity as an individual and to be forced to become a part of a large organization. The only question in our minds seems to be one as to what sort of an organization we are going to lose our identity in.”

We talk a great deal about the desirability of a complete unification of our profession and heatedly debate the relative modern usefulness of the traditionally academic A.I.A., as opposed to a possible all-inclusive trade organization. We contemplate the variety of conflicting interests in the building business and fondly wish there was some way to integrate them into an efficient organization like an automobile factory. It seems obvious that if we are to arrive at a practical solution to any of the many post-war problems of our profession and the building business generally it will be necessary to have both unification and integration, so we ask ourselves, “What can we do about these things?” In the babble that ensues everybody offers suggestions, everybody gets more and more excited and confused, and the gathering finally breaks up without anybody

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CONVERSATION—(Continued from Page 1)

having done anything about it at all but with everybody agreeing that "somebody ought to do something!"

Our play tonight records just such a typical conversation as a bit of architectural folklore. A group of architects who have just attended a meeting of their State Society, which is all-inclusive in its membership, have stopped in at a local tavern for a night-cap and are continuing their discussion of some of the present day problems of the profession. As the curtain rises they are engrossed in a discussion as to ways and means of improving the service they render to the public."

THE SCENE: (The curtain rises and reveals the interior of a tavern with a group of architects, together with Mr. Mechanic Calengineer, gathered around a large table and engaged in earnest conversation. Dr. Psychi Atric and his friend Judge A. D. Vocate are seated at a small adjoining table drinking scotch and soda and listening with interest to the architect's conversation. The background reveals a bar with a bartender busily polishing glasses and a waiter standing expectantly near by. The door to the street is at the side opposite the bar. The curtain speaker takes his place at the table while Joe Doaks is speaking.)

JOE DOAKS: (Earnestly) ". . . and so I say that we ought to go into the contracting business. The public is going to want 'turn key' jobs when the war is over and the fellow who will get the business will be the one who can build and perhaps even operate the building project as well as plan it for his client. Besides, isn't an architect traditionally supposed to be a master builder? And if he is, why isn't it ethical for him to build as well as plan? We know more about the building business than anybody else in the field but our concept of the job we ought to do has been too narrow. We ought to expand our activities into the other branches of the building business so that we can give our clients 'one stop' service with everything they want neatly wrapped up in one bundle and delivered for one fee."

JOHN DOE: (Nodding his head in agreement.) "You're right, Joe. And we ought to go into the city planning field too. Architects are primarily trained as planners and most of us are practical men even if some people don't think so. At least we are a lot more practical than the long-haired boys who are always looking fifty years ahead and whose plans for immediate improvements are so visionary that they can seldom secure the public support necessary to carry them out. Architects are the best planners in the world and the city planning field offers a new opportunity for us to perform a public service and at the same time effectively demonstrate our abilities to the public. We ought to get into the city planning field with both feet."

ARCHIE TECHTOVICH: (In a slightly beligerent tone and emphasizing his point by pounding the table.) "And we ought to have a Union. Not a Little Lord Fontleroy outfit like the A.I.A. which spends most of its time worrying about the niceties of ethical procedure, but a hard boiled trade organization that will really see to it that we architects get the work and public recognition we are entitled to. We've got more brains than anybody else in the building business and if we have to hit people over the head to make them believe it —then let's do it! I'm tired of hearing my friends ask, 'What is an architeck anyway?' Let's show 'em."

CONSER VATIVE: (In an explanatory aside to the audience.) "My name doesn't have that 'good old Anglo Saxon ring' but I am a dyed-in-the-wool traditionalist for all that. Long live Vignola! Long live the Beaux Arts! Death to all those who would sell their architectural heritage for a mess of aluminum pipe and glass!" (Then, speaking to the actors,) "You are all wrong. Dead wrong. Architecture is a glorious profession. The architect has always been, and should continue to be, an intellectual gentleman. He should be absolutely independent of everything and everybody because only thru such independence can he give unprejudiced advice and maintain an ethical relationship between himself, his client, and the other elements of the building industry. The architect of the past occupied a pedestal of intellectual and ethical superiority. The architects of today

know just as much about all phases of the building business as did our predecessors but the general public today doesn't realize it. And they never will realize it unless we stay on our pedestal and pay as little attention as possible to the lesser forms of life that live around its base. Our very aloofness, combined with good service, will eventually bring us the recognition we desire."

ARCHIE: (Disgustedly.) "Nuts! Hasn't it ever occurred to you that with all these lesser forms of life milling about the base of your self-constructed pedestal, some dogs in the building business are going to mistake it for a fire hydrant and perform what to them is also a perfectly traditional act?"

CONSER: (Patiently.) "Of course. One naturally expects dogs to do that sort of thing. But in my long and eventful experience I have always observed that the dog soon goes away and the hydrant continues to perform its function whenever the public has need for its services. And as to your obviously uninformed remark about the A.I.A. being a Little Lord Fontleroy outfit, I would like to tell you a few things they are doing, just to show you how wrong you are. Now to begin with . . ."

BILL C. PEDDLAR: (Barging thru the street door and making for the architect's table like a homing pigeon, remarking to the audience while he does so,) "I'm an elevator salesman. My friend Roger Allen, whose only intellectual failing is a singular lack of appreciation for my poetry, says I have the longest arm in the world when it comes to reaching for architect's dinner checks and, boy!, am I ever going to put on a demonstration to prove it!" (Then, addressing the group at the table,) "Hi yah, fellows! Do you mind if I join you? I'd like to buy a round of beers."

EVERYBODY: (In chorus) "Well, Bill! Glad to see you! Pull up a chair and sit down! Always glad to have old Bill join the party!!"

CONSER VATIVE: (In an aside, thoughtfully, to the audience) "I must maintain my position of eminence at all costs—even to the elevator company." (Then, quietly, to Bill,) "Bill, do you mind making mine a champagne cocktail?"

BILL: (Boomingly) "Not at all! Waiter! One champagne cocktail and seven beers. And gimme the check for what the boys have had already. Make it snappy!"

B. VERY CAUTIOUS: (Informatively) "We were just talking shop, Bill, and I was about to tell the boys that we ought to be more co-operative with the engineers. Because of their war-time control of the construction branches of the army and navy they have come to occupy a position of at least temporary respect in the eyes of the public. Even though we know that architectural firms like mine have been responsible for the plans and specifications for most of the buildings that have been built in connection with the war effort, the public doesn't know it, and I'm afraid that when the war is over the engineers will be so ambitious that they will try to take over most of the functions we architects perform. I declare, some nights I can hardly get to sleep because of worrying over the possibility that some day, instead of working for Cautious, Cohen, O'Brien and Stinkovick, I may be working for Stinkovick, Cohen, O'Brien and Cautious."

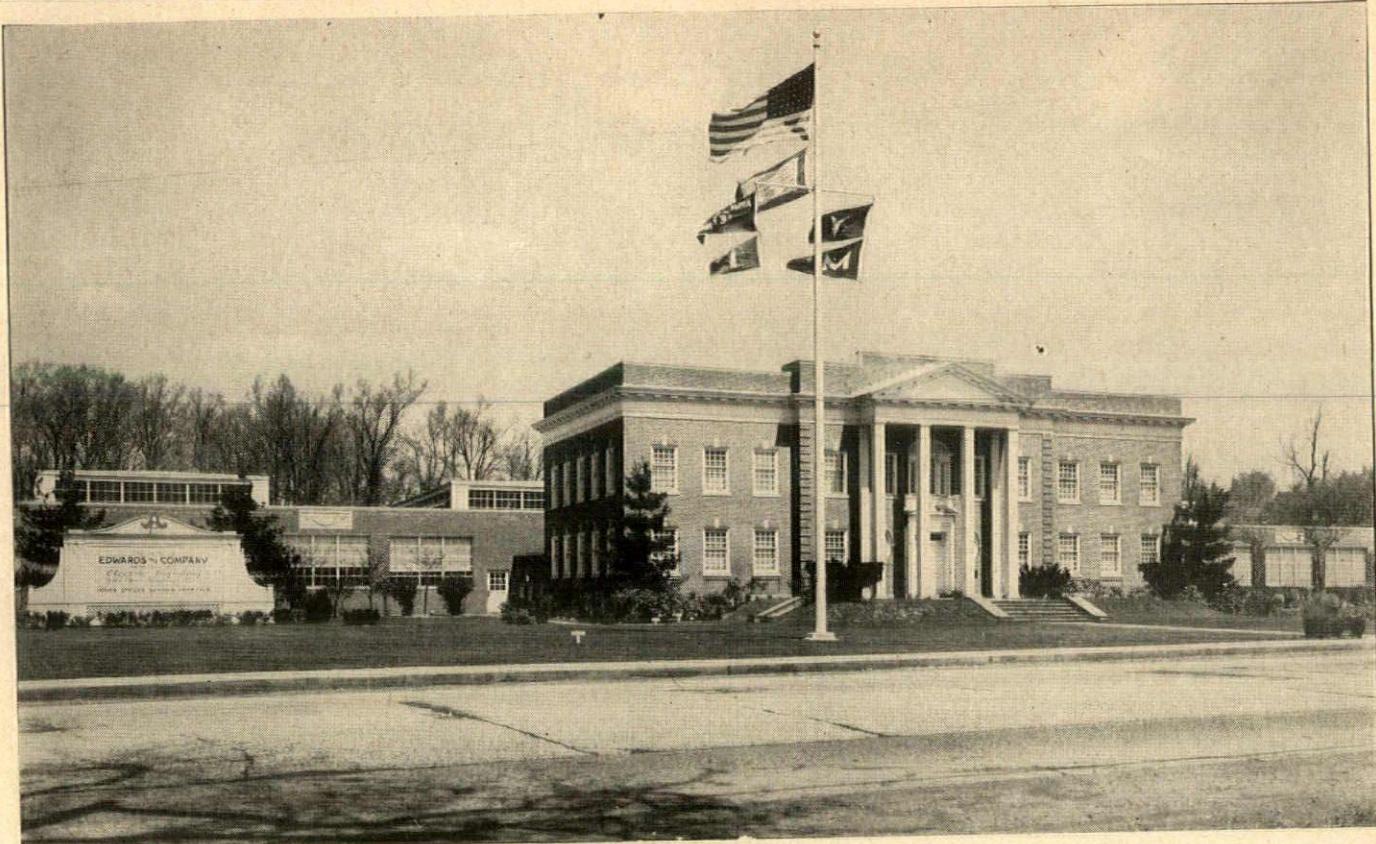
JOHN DOE: (Emphatically.) "That's no idle worry either. I haven't got a big office like yours but there are some engineers I know who have been chiseling in on our business by drawing plans for buildings, and something should be done to put a stop to it."

MECHANI CALENGINEER: (Laughing derisively.) "You should talk about us wanting to chisel in on somebody else's business! The small architect is the biggest chiseler in the world. Don't you know that every time you show an electric light outlet, or a radiator, or a sewer line on a set of plans you are taking a job away from me? And didn't I just hear you seriously advocate branching out into the contracting and city planning businesses? I'll say you ought to be more co-operative!"

ANO NYMOUS: (Placatingly.) Now boys! . . ."

ARCHIE: (In an explanatory aside to the audience.) "This fellow Ano Nymous is hot stuff. Rumor has it that

See CONVERSATION—Page 6



Plant of Edwards & Co., Norwalk, Conn.

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When John Westinghouse and Thomas Edison were experimenting with electricity from the standpoint of power and light, Robert Edwards (grandfather of R. S. Edwards) and his associates were experimenting with the magnetic quality of this phenomenon "electricity." The result of these experiments was the first electric bell—and the basic design of the bell today is no different than it was then.

Edwards and Company was then formed and started in the basement of a jewelry store in the Bronx (New York City) in 1872. Weathering many storms, disappointments and depressions, today Edwards and Company is located on the historic Boston Post Road in Norwalk, Connecticut. (see photograph) There stands the magnificent Edwards' plant, a Georgian Colonial monument to the genius, foresight and dogged persistence of its founder.

It is the largest outfit in the world devoted exclusively to electric signaling, with installations all over the world in leading hotels, hospitals, institutions, schools, office buildings, factories and homes.

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With traditional Edwards' foresight the company is today sponsoring an educational campaign to the consumer on behalf of the architect.

Pictured above is the Edwards plant, at Norwalk, Conn. The office building is architecturally correct, in the best New England tradition. Interiors are the same, affording an atmosphere in harmony with the spirit of the company. In this quiet atmosphere employee relationship is of the best. Many innovations to this end have been introduced. Back of the plant is a wooded park.



R. S. Edwards

GOOD PUBLIC INFORMATION

On the facing page is reproduced the first in a series of advertisements informing the public of the beneficial services that architects can render.

In this campaign Edwards and Company, through Time Magazine, American Home, Architectural Forum, New Pencil Points, Architectural Record, Electrical Contractor, and Wholesalers' Salesman, is doing for our profession something it has not been able to do adequately for itself.

The Institute's Committee on Public Information has cooperated in the presentation of this campaign and in the preparation of a booklet offered by Edwards and Company. This booklet, which explains to the layman, in simple terms, the advantages of employing an architect, will be mailed free by Edwards and Company to all who return the coupon printed with the later advertisements. The booklets will also be supplied free to architects, in quantities, and with their names imprinted on the covers, if they so desire.

This is a most unselfish gesture on the part of Edwards and Company, and one which deserves the commendation of every architect. It is the hope of the Committee on Public Information that architects will respond, first, by appropriate acknowledgement and, second, by availing themselves of the opportunity of obtaining the booklets and distributing them to their clients and prospective clients.

Many think that an architect is an added expense, to be incurred only by large corporations with plenty of money. The fact is that large corporations employ architects because the men in charge are experienced in business matters and know that it would cost them more to build without such services, besides the important item of buildings that the better planned for their purposes. The small project can less afford to dispense with the architect's services because of limited budget, because the small house generally represents the owner's entire capital and because he generally builds but once in a lifetime.

Many think that an architect is called in to put a front on a building or to add some ornament after others have planned it. Instead he is one versed in business matters and a practical person in addition to his esthetic qualities.

Who's going to put it all together?



THREE'S A HOUSE somewhere in that pile of clippings — in fact, several houses. That's the difficulty; can you sift out all those ideas, weigh their merits, and decide just which ones belong in that house you're going to build when the war's over? Better plan now to get the expert help and advice of an architect! It pays off in lasting satisfaction . . . and headaches avoided.



Sure, some mistakes can be fixed up after you've built, but then again, some can't. For example, you can re-hang a door that swings the wrong way, but what's to be done with cellar steps that menace the safety of the whole family? Haven't we all known of a house that looked charming in the plans, but

which wouldn't accommodate the furniture? Then there's the house that's ideal in dry weather, but always has a big leaky spot on the living room ceiling when the rain blows from a certain direction. A trained mind could have forestalled all these troubles, and in addition assured the homeowner of good taste in design, adequate resale value, and low maintenance cost.



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CONVERSATION—(Continued from Page 3)

he was run out of his native Latvia on a rail to the accompaniment of shouts of 'Stun si yug! Stun si yug!' Which, translated into the King's English means, 'The guy is nuts!' Then he came to the United States and with the help of the American architectural press soon became one of the most famous architects in the world. I get most of my ideas by looking at pictures of his buildings instead of a Vignola like Conser does—but don't ever expect me to admit it publicly! Anyway, a lot of traditional architects think Ano ought to be in an asylum, although a friend of Conser's once was unkind enough to remark facetiously 'There is no need of putting him in an asylum. Maybe some day he will move into a house of his own design and when he does he will be in a crazy house anyway!' And that's a pretty bum joke if you ask me. You'll have to form your own opinion of his sanity as our play progresses."

ANO NYMOUS: (Continuing, still in placating tone.) "Now boys! Don't let's get so eggzited! We must think this thing thru like it was logical. First, what is the matter? Zekund, what do we want to accomplish? Und third, what must we do about doing it?"

JOE DOAKS: (Enthusiastically.) "By golly, you're right. And to your first question I would say that the architect has either maneuvered himself, or has been maneuvered by circumstances, into a position where he feels that he is being tolerated rather than respected by some of the other elements in the building business and by a part of the general public. We have an idea that the future is going to bring about a change in our way of doing business and at the moment we seem to be drifting in a sea of uncertainty, hoping that somebody will rescue us, but fearful that when they do we will find ourselves in a situation we won't like at all."

CONSER VATIVE: (Agreeably) "I think that is substantially correct. And it is all the fault of the modernists that we are in such a position. But as to your second question I would say that we want the building industry to be able to give the public better buildings at a lower price and in order to be sure that they are better buildings we want them designed by independent practicing architects under their own names and not by some architect who is working as a draftsman for some lumber company or a government bureau. Just how we are going to accomplish this result when everybody, including some sections of the government, seems determined to put us out of business is more than I can see. How things got into this awful state is beyond me. Things didn't seem so bad until the modernists came along. Now when I was a young fellow in the Atelier, we always . . ."

DR. PSYCHI ATRIC: (Leaning toward the architect's table and breaking in on their conversation.) "Pardon me. But what the devil are you fellows talking about? I couldn't help overhearing part of your conversation. I am a professional psychiatrist and your case interests me because never in all my professional experience have I ever heard a more curious combination of exaggerated individual egoisms with such a mass inferiority complex. Neither have I ever heard more complicated prescriptions for curing such a simple ailment."

"You architects perform a definite function in the building field. In your own opinion you have a broader understanding of all the problems involved in a building project than anybody else in the business and yet you say that the public, and even some of the elements in the building industry, is blissfully unaware of the superior kind of job you can do. And you think something ought to be done to make these other people conscious of your abilities with the hope that once they have become convinced, your own position as the leader of the building industry will be secure."

"Well—did you ever hear of anybody gaining public recognition as the world's greatest piano player by wasting half his time practicing on the xylophone? If you really want to be respected as architects why don't you quit chasing rainbows and work at your job for a change? You probably aren't half as low in the opinion of the public as you are in

your own. So if you will only snap out of it and do a competent and practical job for every client you get you will find your troubles fading away like a mist before the sun."

JUDGE A. D. VOCATE: (Speaking up quickly before the architect's can reply to Dr. Psychi Atric.) "And if you don't mind my saying so, the reasoning of your Messers Doaks and Doe strikes me as being particularly vulnerable. In essence they say, 'We haven't been good enough to command the respect we think we are entitled to under our old methods of doing business, so let's add the businesses of the contractor and city planner to our own and then maybe we will get somewhere.' You probably will—but before you start you ought to consider whether you are going to like the place you will get any better than you like the place you now are. The methods Doaks and Doe suggest are an old story to jurists like me. Hardly a day passes without some fellow being brought into court because he did something wrong a long time ago and then, in frantic efforts to correct his mistake he did two or three things that were also wrong, until finally the accumulation of his sins lands him before the bar of justice. Sometimes we hardly know whether to prosecute him for his original crime or to charge him with compounding a felony."

BILL: (Noticing that everybody seems to be fingering empty glasses as though they expected somebody else to do something about that too.) "Waiter! Another champagne cocktail and seven more beers. And bring a couple of scotch and sodas to the gents at the next table too." (Then, in an aside to the audience,) "The kind of advice they just gave to my friends, the architects, is worth a couple of scotch and sodas any day!"

CONSER VATIVE: "Now as I was about to say before we were, ahem, so rudely interrupted, we think the public is entitled to better buildings at a lower price.

To Be Continued in Next Issue

E. L. SANDERSON

Death took Edmund L. Sanderson, former Detroit deputy commissioner of Detroit's Department of Buildings and Safety Engineering, at his apartment in the Tuller Hotel, on Jan. 19. Mr. Sanderson, who was 71 years old, died of a heart attack.

His many friends in the architectural profession will mourn the loss of a most genial personality. A varied career made him a man unique in public life.

Mr. Sanderson was born in Detroit, May 7, 1872. He attended the Washington grammar school and graduated from the old Central High School in 1889. He then entered the University of Michigan, where he was quarterback on the football team. He received his Bachelor of Arts degree in 1892, took post-graduate work in mechanical engineering for two years and then attended the Detroit College of Law for one year.

In 1896, Mr. Sanderson joined the staff of the Detroit Free Press and four years later became a reporter for The Detroit News.

He left a year later and worked for two years on a ranch in New Mexico. He then returned to the Free Press advertising department and, in 1908, became advertising manager of the Detroit Saturday Night.

He left the Saturday Night in 1912 and spent several years in New York City. Upon his return to Detroit, he taught in an advertising school for a time and, in 1917 was appointed to the City Building Code Revision committee. He was made deputy commissioner of the Department of Buildings and Safety Engineering in 1918, when the department was formed, and continued in that office until 1930.

Mr. Sanderson was a charter member and first secretary of the Detroit Engineering Society and a member of Psi Upsilon Fraternity, Detroit Boat Club, University Club, "M" Club and the Prismatic Club. He was the president of the Detroit Philatelic Society and owned a valuable collection of United States stamps.

Mr. Sanderson leaves his wife, Louise, and two sisters, Mrs. George L. Lindsay, of Milwaukee, Wis., and Mrs. Walter Lindsay, of Charlottesville, Va.

MASON RUMNEY

Mason P. Rumney, vice-president of the Detroit Steel Products Co., and Mayor of Grosse Pointe, died Jan. 20, at Rochester, Minn., where he contracted pneumonia following a major operation.

Mr. Rumney, who was 60 years old, was prominent in the building industry and in sporting circles. Interested in yachting a few years ago, by accident, he was induced to enter his craft in a race off the coast of Florida. He won the race. Recently during his term of office as Mayor of the City of Grosse Pointe, that city was awarded a national safety medal. He had been active in organization work in the building industry and had served as president of the Builders' and Traders' Exchange in Detroit.

He was graduated from the University of Michigan Engineering College in 1907 and played football on the Fielding H. Yost teams of 1906-7. Following graduation, with \$96 in his pocket, he went to Europe on a cattle boat, and eventually traveled 10,000 miles before returning to settle down in business.

He started as a salesman 35 years ago, with the Detroit Steel Products, which his father helped to establish, and ultimately became vice-president and director of that organization. He was elected president of the Detroit Railway & Harbor Terminals Co. in 1927.

He was a former president of the U. of M. Alumni Association and in 1939 became candidate for regent of the University.

Born in Detroit, Dec. 4, 1883, he was a son of John G. and Mary Pittman Rumney. In 1914 he married Miriam W. Hull of Detroit and during the last war he served as a major in the office of chief of ordnance.

He was a member of numerous organizations, including the Society of Automotive Engineers, Psi Upsilon fraternity, and several clubs, including the Detroit Athletic Club, the Detroit Boat Club and the Grosse Pointe Yacht Club.

He was elected mayor of the City of Grosse Pointe in 1941 and was serving in that capacity at the time of his death.

Besides his many activities in business and politics Mr. Rumney remained prominent in yachting circles for 30 years.

He leaves his wife Miriam, two daughters, Mrs. Henry Gage and Mrs. Guy Conrath, and a son, Mason P., Jr., a cadet at West Point. The home is at 305 University Place, Grosse Pointe.

GEO. HAAS TO FLORIDA

George J. Haas, A.I.A., director of market development for Stran-Steel Division of Great Lakes Steel Corporation, has moved to Florida, where he will be "spearheading" for his company. George, a past president of the Michigan Society of Architects, will be greatly missed by his many friends in the profession in Michigan, as well as by the Producers' Council, in which he has been most active during the past years. His home in Plymouth, a fine old Greek revival place, is being converted into apartments for war workers.

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Vol. 18

DETROIT, MICHIGAN, FEBRUARY 8, 1944

No. 6

DINNER MEETING DETROIT CHAPTER, A.I.A.

Tuesday, February 16, 1944
Dinner at 6:30 P.M. Promptly

Chapter Board
Meets at 3:30 P.M.

Rackham Memorial Building, 100 Farnsworth
ALL ARCHITECTS ARE INVITED

\$2.25 DINNER — \$1.25 TO YOU

NO OTHER NOTICES

NO RESERVATIONS NECESSARY

SPEAKER:

Mr. Kenneth C. Welch, A.I.A., Member of the
Grand Rapids Planning Department

SUBJECT:

"What Is Urban Planning?"

Mr. Welch, member of the Grand Rapids Chapter, A.I.A., besides being a member of the Grand Rapids Planning Department, is chairman of the post war reconstruction of the Michigan Society of Architects; a member of the National Committee on post war reconstruction for the A.I.A.; the American Society of Planning Officials; and the Illuminating Engineering Society. His services as a speaker on the subject of city planning have been very much in demand throughout the nation.

He was graduated from Detroit University School in 1900. He attended the University of Michigan in 1910-11 and then the University of Pennsylvania where he received the degree of B.S. in Architecture in 1916.

As vice-president and director of Grand Rapids Store Equipment Company, he has become internationally known for his research and work in the field of store planning. In this connection such problems as parking and its relation to the operation of modern merchandising establishments have led him into the general question of city planning, on which subject he is today considered an outstanding authority.



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**MEETING
MICHIGAN CHAPTER
AMERICAN SOCIETY OF HEATING AND
VENTILATING ENGINEERS**

Horace H. Rackham Educational Memorial
MONDAY, FEBRUARY 14, 1944
DINNER AT 6:30 P.M.

The speaker of the evening will be Mr. T. S. Bindshandler, Chief Electrical Engineer, Burroughs Adding Machine Company. He will give an illustrated talk entitled "A Recent Trip to Yucatan." There will be, also, a showing of two official U. S. Navy movies of recent action in the South Pacific.

LEROY LEWIS

LeRoy Lewis, Jr., a member of the firm of Albert Kahn Associated Architects and Engineers, Inc., passed away on Jan. 24. He was a member of the Detroit Chapter, The American Institute of Architects and the Michigan Society of Architects.

LeRoy Lewis, Jr., was born in Seneca Falls, New York on Feb. 5, 1876. At the age of five years his family moved to Auburn, N. Y., where he attended grade school and high school. He left high school in the twelfth grade and studied law for three years. Circumstances cut short his law studies and he became an employee of the New York State Engineering Department, at Syracuse. He also served in the City Engineer's office at Auburn, N. Y.

1899 he went with Samuel E. Hillger, architect of Auburn, continuing there until 1908. He was then with Green and Wicks of Buffalo until 1912, when he came to Albert Kahn, Inc. In 1913 he went with Schmidt, Garden and Martin of Chicago, and after ten years there he returned to the Kahn office. There he remained, to become one of the associates when the firm was reorganized several years ago.

At that time an announcement was distributed which read, in part:

"The success of Albert Kahn, Inc., would not have been possible without the concerted efforts of the members of the organization, who, for upwards of 25 years, have labored consistently and devotedly."

"In recognition of their efforts and to assure the continuance of this efficient organization, a new corporation has been formed in which these men are stockholders."

Mr. Lewis leaves his wife, Julia, a daughter, Lt. Mildred R. Lewis, U.S.N.R. and a sister, Mrs. B. T. Johnson, of Pittman, N. J.

HENRY KIRCHOFER

Henry Kirchofer, manager of the Detroit branch of Chamberlin Metal Weatherstrip Co., died Tuesday, Jan. 25, in Grace Hospital, after a long illness.

Born at Manchester, Mich., he was 54 years old. He was associated with the Chamberlin company for 34 years, serving as manager of a branch in Philadelphia before his transfer to Detroit. Surviving are his wife, Florence; two sons, Lieut. Lewis H. and Pvt. Ralph; a daughter, Mrs. Charles Linton, of Philadelphia; a brother, Hugo, of Hollywood, Calif., and three sisters, Julia and Betha, of Ann Arbor, and Marie, of Hollywood.



LeRoy Lewis

WAYNE UNIVERSITY OFFERS NEW COURSE IN TRANSPORTATION

Dean A. R. Carr, of the Engineering College of Wayne University, is working on plans to expand the curriculum of the Civil Engineering Department to include courses in municipal engineering and city planning. Under the proposed setup, Professor Dudley Newton, now Head of the Civil Engineering Department, will become Professor of Civil and Municipal Engineering.

As a first step in this expansion Alex. Linn Trout will offer during the coming semester, a course in the Coordination of Transportation and the City Plan. The class will meet Tuesday evenings from 7:00-9:00 p.m., at 474 W. Warren Avenue, Room No. 2, beginning February 8. The course will be of special value to architects and engineers who are interested in city planning, and the design of industrial plants and transportation facilities. Mr. Trout was for two years consultant for the National Resources Planning Board in the Detroit area. A recent report of that organization, called "Transportation and National Policy" will be used as a text.

The course will include a brief history of the development of transportation, and its importance in the location and growth of modern cities. Each student will be asked to study the transportation facilities of a European or American city, and prepare a report for class discussion. Lectures will cover the space requirements of various types of transportation including highways, waterways, air ports, and railways, as well as the needs of modern industrial and commercial plants. The effect of the trend to larger plants and transportation units on the city plan will be considered, particularly as they affect local traffic patterns and street layouts.

Recent reports of the City Plan Commission on modernizing Detroit's railroad pattern, and the proposed system of limited access highways will be considered, as well as current proposals for river front development. There will be included a brief study of European ports and facilities, and suggestions as to how the probable great increase in international trade during the post war period will affect Detroit, particularly if the St. Lawrence Waterway is completed, and the City is provided with ample facilities for handling air cargo. The course is designed for seniors and graduates, but will be available to men who have had practical experience in the design and construction of industrial plants or in the transportation field or in the handling of industrial properties. The course is listed as Civil Engineering 279.

GREEK REVIVAL OF ARCHITECTURE IN AMERICA

By Talbot F. Hamlin, Oxford University Press
114 Fifth Ave., N. Y.—\$7.50

This book presents a broad and inclusive picture of the development of Greek Revival architecture in America. In the strict sense, this style was not a revival, but was rather a native American development, springing from indigenous historical, social, economic and intellectual movements. Greek Revival architecture, the first national style which the American republic created, and which spread westward with the expanding frontiers, was the creation of men who were seeking a modern architecture for their time. As such it was an almost perfect expression of the age.

Owing to the geographical spread of the style and the tremendous differences in climate and living conditions in various parts of the country, the book is constructed along regional lines, so that the reader in any part of the country will be able to see exactly how the Greek Revival movement contributed to the architectural tradition of his own locality.

Greek Revival Architecture in America includes the lives of some of the more important architects and illustrates their outstanding achievements. The diversity of the style and its sensitiveness to regional conditions and backgrounds

See GREEK REVIVAL—Page 7



ROBINSON AND CELLARIUS FEATURE DETROIT CHAPTER JANUARY MEETING

INSTITUTE SECRETARY AND REGIONAL DIRECTOR ON DOUBLE BILL

What the American Institute of Architects' Board of Directors, in cooperation with its Chapters, are doing toward unification and increased membership was told to 90 members of the Detroit Chapter, A.I.A., at a meeting in the Rackham Memorial Building Thursday evening, Jan. 27. The dinner meeting followed executive sessions of the Chapter and the Michigan Society of Architects.

Chapter president, William Edward Kapp, announced as a double feature, not a picture but in person, the two distinguished officers of the Institute—The feudin' Allens and Ditchys again came face to face in wielding their deadly verbal weapons when Roger Allen was called upon to introduce Alexander C. Robinson III, Institute secretary and Clair Ditchy did the honors for Charles F. Cellarius, Great Lakes Regional Director.

Before launching into the program president Kapp expressed regret that wine could not be served to toast an old and honored friend who was present. Notwithstanding, guests raised their glasses in appreciation of George D. Mason, Dean of Detroit Architects, now in his 87th year.

Mr. Mason responded, saying that he had been caught off guard. He related that he had just visited the "Design for



Robinson

Post War Living" exhibit at the J. L. Hudson Co. department store and confessed to an inability to read the drawings.

"I couldn't tell what the rooms were, except in the case of a bath room where fixtures were shown," he said. To George McConkey, who sat beside him, he added, "you professors should teach the young men how to get some beauty into modern architecture."

The president introduced 36 new Chapter members, making the total membership (including applications in Washington) over 300. This brought considerable praise

from the visitors, who said Detroit was setting a good example to other Chapters in the Institute's plan of unification.

Cellarius said the whole U. S. was proud of what Detroit is doing for the war effort, and he added that the profession is proud of what the Detroit Chapter is doing. He paid tribute to the Institute's presidents, past and present, saying that it had been most fortunate in being served by distinguished men. Mr. Ashton, he said does not represent the biggest office, but one of the highest standing.

A discussion period followed and was entered into by many members.

It was with considerable joy that I noticed in your recent issue of the Bulletin that the Detroit Division has gone over the top with 80% membership in The Institute and that the Chapter will hereafter form your local Division of the Society.

This is truly wonderful news and all of you have done such a grand job that I could not resist writing you to heap a little more praise upon the shoulders of all the men who have worked so hard to bring this about.

Here's hoping the other Divisions will soon fall in line and Unification in Michigan become an accomplished fact.

C. Julian Oberwarth,
Membership Secretary, A.I.A.



Kapp



The Dean

DO YOU WANT YOUR CUSTOMERS TO WAIT FOR THE "HOME REVOLUTION?"

If you knew that there was an organized campaign to convince the prospective home owner that all existing homes today are hopelessly obsolete; that he would be extremely foolish to buy a home today; that he should, in fact, not even plan his home until after the war; that any kind of investment, either time or money, in a home now is a waste; that he should do nothing until the building industry completes the miracle that they are now working on namely, the perfect house for only \$2,000; if you knew that there was an organized effort of this kind you would want to do something about it.

This is a correct picture of what the public is being told today, in every particular except that the propaganda is not organized. Virtually every general magazine is painting a magnificent picture of a revolution in home design and home cost, to be available after the war. Millions of people are being convinced that they should wait for the \$2,000 revolutionary home which will be offered the day after the war ends. This situation wouldn't be bad at all if such a home actually would be available. But it simply will not be. Granting all the claims of the prefabricators, the designers, the plastic people and the enthusiastic students, still it will take a long time before this miracle happens. Of course homes are going to be improved and we firmly believe they will be better values than ever. But an overnight revolution in an industry so complicated, so vast and so ramified as building simply does not happen.

Perhaps this sounds reactionary. But it is no more reactionary than the statements of Alfred Sloan just the other day that General Motors expects to deliver as their first post-war car their 1942 model and even that, he said, will take some time.

We expect to replace autos and refrigerators frequently, but we expect to live in a home for a lifetime. The man who knows that the first car he buys after the war will be obsolete in a year will nevertheless buy it because he also knows he can buy the new job next year and because he needs one this year. But that same man will postpone the purchase of a house indefinitely if he thinks a revolution is just around the corner.

This kind of propaganda and publicity is extremely dangerous to the building industry, unless that industry can make good quickly. You, as builders want to start into work immediately after the war is over. Yet millions of people are, in effect, being asked daily to postpone purchase, to postpone remodeling, to postpone planning, because the revolution that will make existing homes obsolete is waiting only for the war to end. Let's start talking to the public about improvements, but let's also scotch the talk about revolution. Isn't that just plain, good business sense? (*Practical Builder*)

I am most happy to report that I have received several issues of the Weekly Bulletin, Michigan Society of Architects, and I enjoy reading them very much. I was especially interested in the article on City Planning written by Hamlin. I passed this issue on to our local committee on City-County Planning.

Thanks very much for placing me on your mailing list.
Bartlett Cocke, President, Texas Society of Architects

BETTER HOUSES—AND CHEAPER

In the radio program, "For This We Fight," over NBC, 7:30 p.m., October 23, Mr. Norman Bel Geddes, industrial designer had the following to say:

You want to know what postwar living is going to be like. It's going to be as much better as you will help to make it.

Homes in 1947 may even be as good as they should have been in 1937—but weren't. By then, you can have better houses and cheaper. You can even have prefabricated houses if you want them. Many Americans will want them, because they will be the only single home that has ever been within the reach of small incomes. According to recent surveys, about 31 per cent of Americans are living in substandard houses. The experts who reached that figure were optimists. In contrast with the convenience, comfort, health and attractiveness that we are already equipped to give to the building of homes, I say at least 90 per cent are living in substandard conditions.

If every designer and manufacturer in the country were a genius—which he isn't—he couldn't do a solitary thing until some 100,000,000 people—you—stop conducting a mental sit-down strike on everything new. You aren't suspicious of the new? How long did it take you to change from the old carpet sweeper to the new vacuum cleaner? Just how many of you will buy a house built on the street with the living quarters in the logical place—the rear, facing the quiet and beauty of the garden, while the kitchen faces the street and the noises?

With your bodies cavorting around the sky in planes at more than 300 miles an hour, don't think that after this war you can drive your minds along behind the old gray mare of yesterday and be happy for long.

The war has proved industry and design to be quick-change artists, capable of miracles when there is a customer big enough to want the job. You are such a customer.

But you will have to accept the fact that what is the nation's business is your business, in peacetime as well as wartime. You want to be shown. So does the manufacturer. Maybe you're thinking, "Why should I worry? I have the right to buy or not to buy." But with every right—and we Americans love our rights—there goes a responsibility. If you insist on your right to buy, you also accept the responsibility of indicating what you will buy.

Cheaper homes and better will come along as soon as you cut down the cost of production by taking the guesswork out of our estimating your desires.

Most of us who are trying to make life more comfortable and convenient for you have to conduct consumer clinics or lengthy questionnaires to begin to find out your preferences. Fifteen years ago I designed the first all-white rounded corner modern stove. I eliminated the legs and set it flush on the floor, to save housewives the necessity of sweeping under it. Yet the manufacturer waited two years before producing that stove and conducted a survey to make certain the new idea would sell. You know what you want but you haven't told us. We have to guess.

You could have had many improved products years before they were on the market if you had established a clearing-house for your needs and desires. You hundred-million people all over this country should get yourselves an interpreter, one who could put your likes and dislikes into concrete plans for the postwar living you want.

For instance, will you buy a house with a flat roof if it costs considerably less than a slanting roof? Will you have fluorescent light in your home that will throw a lot of light reducing your budget? Would you be interested in not having to dust if we give you a machine that will remove dust from the air? A sun-heated home can be arranged as soon as you want it, and it will be cheaper to heat.

This isn't fancy. This is fact.

We want to know what you want. We already know that you are our boss. But as a boss, you aren't very good at telling us what you want us to do.

There is no essential difference, basically, between mass production of houses and other industrial products. The automobile was once a custom-made job.

H. T. FROST

Harry Talfourd Frost, 57, architect and former associate of the late Daniel H. Burnham, died Dec. 29, at his home in Chicago.

An authority on city planning, Mr. Frost worked with Burnham in preparing the original Chicago Plan. He helped draft the 1923 Chicago zoning ordinance. He also did planning work for Palm Beach, Fla., Pasadena, Calif., and Denver.

He was a member of the architectural and city planning consultant firm of Bennett, Parsons and Frost.

Born in Hanley, England, he went to Chicago 30 years ago. He designed the Las Casas Army Camp in Puerto Rico during the last war. Several years ago he planned and built the model Quezon City, a suburb of Manila, capital of the Philippines.

A member of The American Institute of Architects, Frost had advocated that the Chicago Plan Commission be headed by a man who could devote his entire time to the work.

The widow, Charlotte, survives.

CONVERSATION PIECE

By Kenneth C. Black

(Continued from Last Issue)

CONSERVATIVE: The automobile companies have been able to deliver a consistently better product at a continuously lower price and, although the mere mention of prefabrication is bad for my blood pressure, I feel that some of the principles used in the manufacture of automobiles could be applied to the manufacture of building products to advantage."

ARCHIE TECHTOVICH: "Those principles are already used by manufacturers of most building materials. What we must do is to apply those principles to the way we run our offices. Why, my office is streamlined like a Ford production line, from the front door to the spittoon under the specification writer's table. When a client comes in and starts to tell me what he wants, our conversation is carried all over the office by a loud speaker system and everybody gets to work. When the first conference is over we practically hand the client a complete set of plans and specifications with his hat. Now if all the other architects operated their offices as efficiently as I do, we would be able to cut our fees way down and thus do our part in reducing building costs."

JOE DOAKS: "Are we to assume that you now make a practice of cutting your fees below the standards established by the A.I.A.?"

ARCHIE: "Certainly not! Even though I'm not a member of the Institute. I'm not in favor of cutting fees unless we all do it together. So, as long as you fellows continue to operate your offices in an unscientific manner I will simply go on making more money than you do on the same volume of business. But the government takes it all away from me in taxes anyway, so don't feel too badly about it."

B. VERY CAUTIOUS: "Maybe it is our patriotic duty to charge as high fees as possible so we can pay more taxes to help the war effort."

ANO NYMOUS: "I am glad to hear that your office is streamlined. Have you heard about the new drafting table that has been invented by my good friend Heesa Card in Vienna? It operates by pedals with the feet so that instead of having the drafting board steady and moving the pencil about while drawing, you hold the pencil steady and move the drafting board back and forth and from side to side. It is still in what you call the experimental stage because on account of the war Heesa hasn't been able to get materials to work out a suitable mechanism for drawing the curves. But someday he will get it. Heesa says it will practically eliminate draftsman's elbows." (Polite laughter from the others who, because of Ano's well known predilection for screwball ideas—some of which have turned out not to be so screwball after all—obviously can't figure out whether to take this story seriously or not.)

ANO NYMOUS: (Continuing.) "But to go back to your remark about streamlining. If you have streamlined your office and if everybody else have streamlined their offices you have already only made with a scratchings on the sur-

face. Have you ever seen a factory with automobiles? Do you know why it makes things cheap? I Nymous, will told you. It is because they do what you call mass production. Und what is mass production? I, Nymous, will told you. It is everybody getting together so that everybody does just a *leetle teeney* bit of a job, but everybody does his leetle job better than anybody else can do it, and he does it at the right time, und on time, so that the leetle thing he does will fit right where it belongs in the whole thing they are making."

ARClE: "Sure, Ano. Sure. Isn't that just what I finished telling you is the way I run my office?"

ANO: "Yah. But the building business, she is not streamlined like your office. In the automobile business, is it only the factory that is streamlined? No! It is the whole process. From the time the raw material from the ground comes out, until we are buying the automobile, nobody is making any false motions if they can help it. But in the building business, false motions is what we got most of. Everybody is making plans! Everybody is building buildings! Nobody wants he should do just a leetle job!"

B. VERY CAUTIOUS: "You're right, Ano. Just the other day I was saying to one of my partners, 'The building business ought to be integrated.'"

ANO: "Yah. But how? Everybody is always saying, 'The building industry, she should do this.' Or, 'The building industry, she should do that.' But the building industry, she cannot do any of the things we say because there isn't any building industry. There are just a lot of unrelated organizations "that are jealous of each other and that spend most of their time protecting themselves from each other instead of getting together like a factory. There is the American Institute of Architects, the Engineering Societies, The Producers Council, The Contractors Association, The Building Trades Unions of the American Federation of Labor, The Real Estate Board, and the Mortgage Bankers Association. They should get together and form another Zooper Organization that could streamline the building business. Now in my country . . ."

ARCHIE: (Disgustedly.) "Aw, phui! You are just talking about a Building Congress. We had those things in a lot of American cities years before they rode you out of Latvia on a rail. I understand that there was even some sort of a national organization and that it may still be in existence, but if it is it certainly isn't making very much noise."

ANO: (Indignantly.) "Mister Techtovich! I will have you know that when I left my dear native Latvia on a rail, there was a train running on it. And I was in the train. First class, too!"

BILL: (After ordering another round of drinks to ease the tension.) "O.K., boys, let's hear what he was going to say. You know, my company is a member of the Producers Council and if what Ano is proposing would keep you fellows from getting the idea that you can be better architects if you go in the elevator business too, then these drinks will be the best investment my company ever made."

ANO: "Well—in my country I am reading in the paper about what you call the Building Congress. But why were they organized? And what did they do? I, Nymous, will told you. They were organized like what you call a little Chamber from Commerce, to whip up some business and to get people to think they should have something built. But after they have whipped up the business, what was happening? I, Nymous, will told you. Was everybody minding his own business. No! Everybody is making plans! Everybody is building buildings! Nobody is saying to the other fellow, 'I will do this, und you do that, und if you don't do what I am doing, I will not do what you are doing.' So what I think is that this Zooper Organization must say, 'Mister Architect, you must do this und only this.' Und, 'Mister Engineer, you must do that und only that.' Und, 'Mister Contractor, you shall only make the buildings from the ground come out.' Und the other fellows they tell, 'You must only do thus und so.' Und after they have said what we must do, then we must do it. Und we must not waste our time trying to do what they say should be for the other fellow to do."

CONSER VATIVE: (Speculatively.) "Ano, I think you've got something there. I don't like the idea of being pigeonholed very well, but I would a lot rather be pigeonholed than strangled. And I don't like the implication of strong-arm union tactics that are implied in your suggestion. But I know that in large offices the respective responsibilities of the architect and the various branches of engineering are pretty well established right now and it ought to be relatively easy to extend this understanding into the smaller offices. And with the proper kind of co-operation between the various organizations you mentioned, it should be possible to reach a gentleman's agreement that would gradually turn all the planning work to combinations of architects and engineers. I think I will take your suggestion up with some of my influential friends in the Institute."

ARCHIE: (Scornfully.) "Hah! That's a laugh. Those birds haven't opened their eyes in years!"

JOE: (Reprovingly.) "Come now, Archie. Aren't you being a little rough? After all, the Institute has done a lot for the profession. It is the only national organization we have and you can't do anything yourself without it. So if you have any bright ideas why don't you join and see if you can put them over? I will be glad to sponsor your application whenever you say the word."

ARCHIE: "Well, maybe my remark was a little strong. But I still think that the way to get things done these days is to get the magazines interested. Joe, you are pretty good a writing things. Why don't you write letters to Meyers, Reid, and Stowell about it?"

JOE: (Raising his eyebrows in astonishment.) "Who? Me? I'm just Joe Doaks, remember? If we want the magazines to go for it we had better leave everything to Ano."

B. VERY CAUTIOUS: (Relievedly.) "That's right. Let's leave it to Ano. After all, it is his idea and maybe it is a good thing none of us Anglo-Saxons thought of it. With Ano behind it, maybe the magazines will eat it up. Then if it turns out badly we can blame Ano and the magazines, and if it turns out to be a good idea we will all be happy. And speaking of getting somewhere, if I don't get home in the next half hour I will probably find myself in the divorce court tomorrow morning. So let's break it up."

CHORUS: "That's a good idea." "Me too." "O.K. Let's go." "Thanks a lot for the drinks, Bill."

ARCHIE: "Yeah. It's too bad that the skyscraper has been proven so un-economic. I understand that a lot of deep thinkers in Washington these days are now saying that in order to decentralize traffic and develop a more efficient land use, we aren't going to build buildings more than two stories high after the war and we will only need elevators for freight and invalids. Too bad. But Bill, if they should be wrong about that in Washington—and it just stands to reason they can't be right all the time—and if I ever get a commission from some client who is foolish enough to want an elevator, you know you can count on me, old boy, old boy!"

BILL: (Beaming.) "Aw, forget it."

(All the party exits except Conser Vative and B. Very Cautious, who have lingered behind because of the necessity for putting on mufflers and rubbers in addition to their coats and hats. They stand near the door adjusting their coats and Conser speaks.)

CONSER: (Thoughtfully.) "I think that a mighty interesting discussion we had tonight. Somebody ought to do something about it."

B. VERY CAUTIOUS: "That's right. Somebody should. Good night."

CONSER VATIVE: "Good night."

(They both exit as the curtain falls.)

THE END

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GREEK REVIVAL (Continued from Page 3)

are fully treated, with a detailed discussion of the modifications wrought by the American architects in the Greek forms which were their inspiration.

The value of this book is further heightened by a full, annotated bibliography and by a list of architectural articles, published in early American periodicals, which shows the intense popular interest in architecture which existed from the beginning of the nineteenth century. Generously illustrated with 96 pages of half-tone plates, including numerous plans and sections, the book represents an outstanding contribution to the architectural history of this country.

Mr. Hamlin, himself an architect of note, has contributed widely to encyclopedias and architectural journals and is the author of a number of books on architecture. He is librarian of the Avery Memorial Library and the Fine Arts Library at Columbia University.

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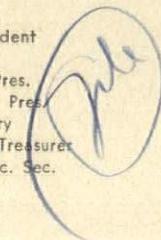
WEEKLY BULLETIN

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Volume 18

DETROIT, MICHIGAN, FEBRUARY 15, 1944

No. 7

ARCHITECTS PRESENT CONCEPTION OF DETROIT OF THE FUTURE

Editor's Note: This article by E. A. Baumgarth, Real Estate Editor, appeared under an eight-column heading in the Sunday Real Estate Section of The Detroit News, on January 30, 1944. It was from material furnished by Suren Pilafian, chairman of the publicity committee for the Architects Civic Design Group, sponsored by the Detroit Chapter of The American Institute of Architects. Other important articles have later appeared in Detroit newspapers, including one in The Detroit Free Press on February 6, illustrated with studies of William Edward Kapp, Chapter president, who has chosen for his project the Detroit waterfront development.

Architects' conceptions of what Detroit of the future could, and from their viewpoint, should look like, were disclosed at a meeting last week of the Architects Civic Design Group, Detroit Metropolitan Area, in the Rackham Memorial Building.

This group was organized last September to present to the public suggestions for the physical redevelopment of Detroit and its environs.

Thirty-six members were present at last week's meeting. William Edward Kapp presented an impressive drawing, 12 feet long, of the entire waterfront area between the eastern and western city limits, showing his preliminary proposal for the distribution of recreational areas, pleasure drives and limited access motorways. This study was found especially interesting by the members of the group because it included parts of areas being studied by other members, and served as a coordinating plan.

Opinion was divided as to whether Kapp's scheme should be developed as an ideal solution to be executed in a series of steps over a long period of time or as a compromise solution which could be executed perhaps in a decade.

Waterworks Park Area

A carefully prepared study of a redevelopment scheme for the area immediately to the east of Waterworks Park was shown to the group by Dirk Van Reyendam. His scheme

See CITY PLAN—Page 5

A statement by Mr. Alan Mather on "Unionism in Engineering" in the January 18, 1944, issue of the Weekly Bulletin of the Michigan Society of Architects has been brought to my attention. The statement contains reflections upon the integrity of various engineering officials and officers, and upon the motives which prompted the original article. I imagine that I may be excused from answering that sort of thing.

C. J. FREUND, Dean,
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CITY PLAN (Continued from Page I)

includes a yacht harbor as well as a comprehensive residential community for about eight or ten thousand people.

Some of the architects questioned the advisability of assuming that the Chrysler Plant, now located in the area, would be moved elsewhere eventually. Van Reyendam explained that such movement was probable over a period of 50 years and that he had so planned his community that the portion of it which would replace the industrial area could be executed as the final of a series of steps.

Several studies for the Royal Oak area were presented by Clair W. Ditchy, who was given this assignment along with L. M. Wetzel. On the basis of his own statistical analyses and the experience of other communities, Ditchy has assumed that the population of the area will grow from 26,000, as of 1943, to 90,000 in 1990. Accordingly, he articulated the approximate extents of the residential neighborhoods, using most of the existing school and residential areas as nuclei.

Royal Oak Study

Ditchy explained that while his present studies were confined to the city of Royal Oak, he expected to include adjacent areas in his subsequent studies since their effects on the activities in Royal Oak were considerable. He also presented studies for the Royal Oak Civic Center.

Other members presented the results of their studies analyzing the character and scope of their respective projects. These included: Township of Warren, Hewlett, Luckenbach and O'Dell; yacht harbor, Leslie M. Lowry and associates; inner boulevard area, Edgar D. Giberson, George F. Helmuth, Joseph W. Leinweber and associates; comprehensive residential community, Eberle M. Smith, Jonathan A. Taylor, Louis G. Redstone and Donald F. White; Detroit cultural center, Amadeo Leone, Buford L. Pickens, Suren Pilafian and George L. W. Schultz; comprehensive residential community, Winn & Brezner.

Eiel Saarinen, the group's general consultant, was unable to be present because of illness. Edward A. Eichstedt, of the City Planner's office, was present and co-operated in the discussions.

Nationwide Interest

The work of the group is attracting growing nationwide interest.

"I am pleased to report that evidences of the public's reaction to the announcement of our program have been extremely encouraging," said Branson V. Gamber, the chairman. "We have already received from civic-minded organizations in Detroit, offers of co-operation in the presentation of our work to the public.

"I have been informed of the keen interest in our program expressed by architects' organizations in Cleveland, Toledo, Indianapolis, Cincinnati, Philadelphia, St. Louis and New York. I have received inquiries from several of these groups on the progress of our program and the methods we have adopted. Following, ostensibly, our example, some of these groups have already embarked on a program of studies similar to the one we have undertaken."

Members of the group will proceed with their studies in continued consultation with Saarinen. The next meeting will probably be held at the Cranbrook Academy of Art in February.

Meanwhile another meeting was held last week which focussed attention on the development of Detroit and South-eastern Michigan. This was a dinner meeting, sponsored by the Detroit Board of Commerce, of the Regional Planning Council with members of the State Legislature from the area, at the Book-Cadillac Hotel. The Architects Civic Design Group is represented on the council.

The council's purpose is to act as a co-ordinating group for area planning and to formulate programs of action to bring plans into reality. The aims of the council were explained to the legislators, who will be called on to enact enabling legislation from time to time.

Governor Schricker, of Indiana, has announced that he has appointed Clarence T. Myers, Indianapolis architect, to be executive secretary of the administrative building council of Indiana.

DINNER MEETING

Detroit Chapter, A.I.A.

Wednesday, February 16, 1944

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Subject:

"What Is Urban Planning"

ARCHITECT SAYS FORESIGHT WILL SAVE TIME

"Every man who has a building project in mind for the period after the war would do well to set his own postwar planning scheme in operation. A little foresight now will save him time, trouble and money later on," according to

Roger Allen, vice president of the Michigan Society of Architects and president of the Grand Rapids chapter of The American Institute of Architects.

"The state through the planning commission has set up an admirable plan for getting its own program of institutional building through the preliminary planning stages as soon as possible, and what the state has done should be done on a smaller scale by every man who expects to build a house, erect a commercial structure or modernize existing property in the postwar period.

Allen



May Ease Restrictions

"There may possibly be a resumption of civilian building even before the war ends," Allen points out. "Production of many building materials is so much in excess of military needs that a slackening of restrictions on their use for civilian purposes is probable. Completion of the war plant building program of the defense plant corporation has released skilled building labor.

By consulting their architects and getting all the preliminary planning completed now, intending builders will have a head start on less foresighted friends when building activity resumes. Every prophet of business trends believes that following the war there will be at least five years of intense building activity required to catch up with demands for housing, take care of obsolescence and fill new needs created by changing methods.

Sees No Great Change

"Some people, particularly those who expect to build new houses after the war, are reluctant to plan now because they have been, in my opinion, a little over-sold by magazine writers who predict revolutionary changes in design and construction as soon as the war ends. It seems inevitable to me that just as the first postwar automobiles will resemble the prewar type, with certain improvements, so the post-war house will resemble its pre-Pearl Harbor predecessor, with the addition of features and improvements now available. All new methods and materials go through a long period of trial and testing before they gain general housing acceptance: changes in housing come as a steady growth, not as an over-night revolution."

Aud.-Gen. Vernon J. Brown, the Governor's representative on the Capitol Planning Commission has proposed that a competition be staged among architects to obtain the best plans for a proposed new State office building, in Lansing.

Brown suggested that if the Legislature votes funds for the structure that the contest be held under established rules of The American Institute of Architects.

SCHOLARSHIPS, COLLEGE OF ARCHITECTURE AND DESIGN UNIVERSITY OF MICHIGAN

The College of Architecture and Design at the University of Michigan announces the establishment of a scholarship fund of \$25,000 in this college from the Arthur C. Tagge bequest. For the present it is expected that two scholarships, of \$325 each, will be awarded annually.

Candidates may be students in architecture, landscape architecture, painting, or design, and shall have been in residence in this college for at least one semester. Preference will ordinarily be given to advanced students.

The first scholarships will be awarded for the fall term of 1944-45. Application should be made before June 1, 1944 to the Office of the Dean, 207 Architecture Building, Ann Arbor, Michigan.

R. C. COURSE AT LAWRENCE

A class in Reinforced Concrete will be offered at the Lawrence Institute of Technology Friday evenings, from 7:20 to 9:00, beginning February 11.

Myron T. Hill, A.I.A., now a lieutenant in the USNR, has been serving as a camouflage officer. He writes that "The experience gained may serve me well later. I may be able to make buildings appear to be 'something they ain't', or if too awful, to have them disappear from view entirely. See if you can line up a job for me with the Fairweather-Allen Corporation on their new 'plystone house'. I am sure we could put it across in a big way and, besides, my services should prove valuable otherwise, as we could give those pink elephants some of the same treatment."

Certainly this should prove of great interest to Allen, as it would solve another problem, that of getting his work published in the Architectural magazine. I'm only kidding, Roger. I don't care what Howard Myers says, I like your architecture and, therefore, it must be good.

* * *

At the last meeting of Producers' Council of Michigan, in addition to hearing a report from the Advisory Committee on Post-War Planning, the following guests representing the Council were heard:

Mr. Gordon C. Hayes, vice-president, in charge of Chapters; Mr. Ted Morse, chapter committeeman and our own Liaison Officer; Mr. Paul Sauer, chapter committeeman; Mr. John J. Marsh, chapter committeeman; and Mr. S. A. Sanson, chairman chapter committee.

* * *

To the question, what happens to the Weekly Bulletin under unification?, the answer is—nothing at all. The Michigan Society of Architects will continue in full force and effect, in practically its present form, as the state-wide organization. The only difference will be that, as local divisions are disbanded in favor of Institute Chapters, The State Society will be made up of directors from chapters instead of divisions.

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FROM A PAST PRESIDENT LT. COM. C. WILLIAM PALMER, A.I.A.

To you and all the architects of Detroit—Congratulations—and with the blessings of the Gods, "Carry on."

Occasionally I see a copy of the "Bulletin" and it pleases me very much to read about what splendid strides the architects of Detroit are taking toward unification and civic interest.



Palmer

In such times I have a splendid opportunity to view the architectural problems of unification from a perspective point of view.

What I am going to say, you have heard time and time again, yet I feel I should repeat it. The professional man (and it is more than ever true of the architect who has so many so-called branches of his activities) is too close to his work and troubles of his calling to really visualize a true picture of his own profession as a whole. To use the old adage, he "can't see the woods for the trees."

As for unification, may I put bluntly: if there are only minor differences in the problem of having one body, forget them and have one organization representing the profession. These differences will either solve themselves gradually or they will disappear entirely when you see the value of unity and the power of one body.

In my present duty, I meet with well established business men and officers of the Navy, constantly solving various problems, and the man who thinks things through, when discussing a problem when one expresses his opinion, and possibly critising others, will end up a conference by stating, "Why not pool our forces and for the time being forget our differences, thus accomplishing what each one of us is trying to do alone," realizing that each side might be too opinionated and perhaps too critical of the other. Apparently that is what the Detroit architects are doing, and I feel sure the rest of the state will follow in due time.

Without being too "Navy," may I state that I believe this is the unspoken regulation (no, it is not in Navy Reg.) and I see it working wonders each day I am in the service. Only two months ago I saw a program that seemed almost impossible at the time and yet today it is being done actually to schedule. What the Seabees "can do" you can do as well in your organization if you apply teamwork.

It is gratifying to me to see the Detroit architects coming forth and offering their services to the City of Detroit in a civic way, by assisting in developing a pliable comprehensive plan for the "City of the Future." If you continue to act as a group to aid the City in this stupendous task, not only will the officials but the citizens of the city be more cognizant of the true value of the architect, and at the same time you will have given the City valuable assistance. Thus from a selfish standpoint, each individual architect will profit by this act as time goes on.

On the other hand, I am no exception, nor am I more unselfish than the average human being, but I do realize it is my duty to give what little assistance I can in a civic way to aid my home city and state. I am happy to see my fellow architects taking the same attitude—that is the spirit of America.

I only hope that this struggle may be over soon and not too late to let me get my hand in on the "waterfront development" as my contribution. I know so little yet I want to know so much, and one way to find it is by study and "making more studies" as the architects puts it.

Here I have rambled on and on when my only thought was "Congratulations and God speed you." Give my best regards to all who wish them.

AN AMERICAN ARCHITECT IN ECUADOR

A letter from Edmund J. Whiting, A.I.A., member of the Detroit Chapter

Greetings from Quito and best wishes for a successful New Year. It has been considerably over a year since one of those Washington phone calls put me aboard a Pan American clipper at Miami with a one-way ticket to South America. The Coordinator's Office apparently felt that an architect who could swear in Spanish and who had practiced for five years in Mexico would be a reasonably good bet for designing and building some fourteen hospitals and health centers in Ecuador. Since December 15th, 1942 I have been doing just that and it has been and still is as interesting and busy a job as any architect, who doesn't mind being a contractor too, could wish to have.

Our party in Quito is composed of a Sanitary Engineer, an Architectural Engineer (myself) (!) and several U. S. Government Administrative men who keep our accounts straight and do our purchasing. Our building program is largely concentrated in Quito but smaller hospitals and pavilions are needed in the outlying provinces and a good deal of the time I am skidding and bouncing along in our station wagon over primitive cobblestone trails down into the black canyons and up and around the snow-capped volcanoes of the Andes. We expect to finish our program here in about a year and one-half and unless transfer orders come from Washington I expect to be here until then.

Quito is a picturesque town of some two hundred thousand inhabitants. Its buildings are spread helter-skelter over the foot hills and ravines of the volcano Pichincha. Living in it has been almost as much of an interesting experience for my family as the building program has been for me. The first shock is landing from a plane at an altitude of 9,200 ft. One of the oldest centers of civilization in the Western Hemisphere, Quito was settled by the Pre-Incas and these Indians for reasons not clear preferred high elevations. The high altitude is hard to get used to and plays many unpleasant tricks on the human system. We have become well acclimated now, however, to the altitude and the cool days and cold nights. My two youngsters are already speaking Spanish better than I do.

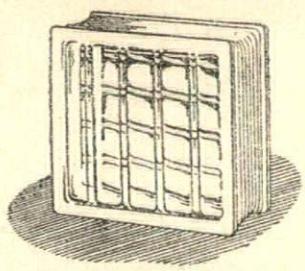
In November, 1942, I stopped off in New York to do a little section of Industrial Architecture for the Architectural Record. It was published in the December, 1942 number. I did not see the final draft but as I remember it Detroit architects just about ran off with the show. Kahn, Giffels & Vallet and S. H. & G. taking up most of the space. I enjoyed the short time I spent with the Record very much; they are a fine and capable group. In off moments I have been scouting around for them down here as their Associate in South America.

The night I left Washington for Ecuador I heard of Albert Kahn's passing. To any of us who worked with A.K. it is simply impossible to imagine the office without him. He was the body and soul of the organization. Detroit and the Architects of America will feel the loss of an inspiring friend.

Please give my regards to any of the Detroit architects who may still remember me—Fairbrother, Hubel, Cronin, Bunce of Kahn's, Professor Lorch, Palmer, Lyndon & Smith, Gamber, Pickens and the others. I should greatly enjoy hearing from them as well as from you. News from Detroit has been very scarce since my arrival here. It would be nice to have the Bulletin too—I miss it.

"There is of course every reason for the architect to be a good citizen and, particularly at present, that means study of all of the problems of these changing times. He needs to know something of the character and costs of municipal services as affected by real estate development, something about taxation. He needs to have a detached, informed and fair point of view as to the best way to spend public money. He should not be too much influenced by reformers and "better world" advocates who do not care where the money comes from. An illiterate and civically inexperienced architect is not likely to be very effective as a leader in bringing forth a better society by mere assertion of his importance."

—Charles W. Killam



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Volume 18

DETROIT, MICHIGAN, FEBRUARY 22, 1944

No. 8

M. S. A. 30th ANNUAL MEETING DETROIT, APRIL 19, 1944

William Stanley Parker, Speaker at Annual Dinner

The Michigan Society of Architects Thirtieth Annual Convention, which this year will be a one-day conference and election of officers, will be held at the Rackham Memorial Building, in Detroit, on Wednesday, April 19, 1944, it was announced by John C. Thornton, Society president, following a meeting of the board of directors. In addition to election of officers and directors, and brief reports from committees, attention will be given to post war problems, with a view to readiness for employment in the profession and the building industry immediately after the war.

William Stanley Parker, F.A.I.A., of Boston, Mass., will be the speaker at the dinner in the evening. Mr. Parker, who has been most active in post war problems, for The American Institute of Architects, and for his home city of Boston, received his B.S. degree in Architecture at Harvard University in 1899. He was with R. Clifton Sturgis, architect from 1902 to 1932, a member of Sturgis Associates, Inc., from 1932 to 1935, and since then he has been in his own private practice.

While with Mr. Sturgis his work involved large and small building operations, including Perkins Institute for the Blind, Boston's Federal Reserve Bank, Arlington Town Hall, and many other projects. During World War I the office acted as architect on housing projects at Bridgeport, Conn., for the U. S. Housing Corporation at Bath, Maine, and for the U. S. Shipping Board. The projects at Bridgeport involved five sites for from 100 to 300 families each. For six months Mr. Parker acted as works superintendent at Bridgeport for the U. S. Housing Corporation.

Mr. Parker is past president of the Boston Society of Architects, past secretary of The American Institute of Architects, and consultant on Contract Procedure of the A.I.A., since 1931. The Handbook of Architectural Practice, Revised 1943, was prepared under his direction.

He is consultant to the National Resources Planning Board for the New England States on public works programming and capital budgeting.

Members of the Detroit Chapter, A.I.A., will join with the Society in the sessions and at the dinner.



Parker

CINCINNATI TO HAVE MASTER PLAN

Announcement has been made of the organization of the Cincinnati Planning Association by Stanley M. Rowe, who will serve as the Association's first president. The main purpose of the new organization will be the preparation and carrying out of a master plan for the Greater Cincinnati area, and the development and improvement of the city, including portions of Campbell and Kenton Counties, Ky., and the lower Miami River Valley.

Malcolm Dill, planning director of the Regional Planning Commission, has been appointed executive secretary. He will devote part of his time to his new duties, but is not expected to leave his present post for several months.

The organization's executive committee has been drawn up. Officers, besides Mr. Rowe, are: Neil H. McElroy, Charles F. Cellarius and John J. Hurst, vice-presidents; Milton H. Schmidt, secretary, and W. Howard Cox, treasurer. The executive committee consists of Richard R. Deupree, chairman; Charles W. Dupuis, Walter A. Draper, Frederick V. Geier and John J. Emery.

Offices will be maintained at 2906 Carew Tower.

The association will be an "unofficial" body which will work with all other official and unofficial planning bodies. It will not replace or duplicate activities of any planning commissions or similar agencies, Mr. Rowe said.

Chief function of the association will be of educational nature, conveying to citizens the value of a master overall plan toward a better postwar Cincinnati, Mr. Rowe said.

Mr. Rowe has been engaged in planning work since 1923 and has held his present position since 1940. He still is acting head of the Metropolitan Housing Authority, pending a reappointment or selection of a successor by Mayor Stewart.

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CLARENCE A. MARTIN, 1862-1944

Many will grieve to learn of the death of Professor Clarence A. Martin, who for nearly 40 years was a member of the Architectural Faculty of Cornell University. He died January 5 in Florida, where Mrs. Martin and he had made their home during recent years. After a long and vigorous teaching of building construction he became Dean of the College of Architecture at Cornell in 1908. His "Details of Building Construction," published in 1899, was widely used and helped pave the way for present-day books on drafting room standards. He was an early visitor to the English garden cities, a field which appealed to his deeply human nature, and at the University of Michigan gave the first lecture on that subject in 1911.

One of the founders of the Association of Collegiate Schools of Architecture in 1912, he became its secretary-treasurer continuing over a decade of the presidencies of Dean Laird and of the writer, this group of three being called by some the "triumvirate of architectural education." Perhaps only they who were so long associated with him as an executive committee of the organization know the full extent of his constructive work and co-operation during that time which marked the coming of age of architectural education in our country.

For the first time the leading schools met to discuss their problems with a view to establishing reasonable standards admission and graduation relative to the profession's requirements without restricting the initiative of the individual school; at that time a break with the early academic system had begun to appear as also had a trend toward centralization and control from without of design policies, and affect the entire curriculum particularly in its bearing on the architect as a constructor. Throughout those years and some very difficult situations Professor Martin unreservedly gave effort and counsel to the expanding organization. When the Students' Army Training Corps was set up upon our country's entry into the last war he was one of those who in Washington won recognition for architectural schools whose capacity to train men for the technical services had been overlooked. He was also a member of the executive committee which proposed the five-year course to supplant the inadequate and narrow curriculum of four years and unlike some he welcomed registration laws for architects, which were signed the same month, May of 1915, in New York and Michigan.

Professor Martin will be remembered as a fine, lovable man, a loyal friend, fair and open-minded to differing points of view, "high-minded and not self-seeking." He had been president of the Central New York Chapter, A.I.A., and since 1907 a Fellow of the Institute. One of his last and characteristic activities was to volunteer and serve effectively as a draftsman on ship work when there was a shortage of competent men, working alongside much younger men some of whom had graduated under him. Once more to see him the writer a year and a half ago returned from the South via Sarasota; there points of interest were visited including the Ringling Art Museum, the fine Drive and the almost deserted beach house where after a day of reminiscing we heard along with the sound of waves on the white sand the playing by a young musician of Beethoven's ever-beautiful Moonlight Sonata.

EMIL LORCH,
Ann Arbor, Michigan

CYRIL SCHLEY PROMOTED

Cyril Edward Schley, A.I.A., now in charge of construction at the Ford Lincoln plant, has been promoted from captain to major. He entered the Army in June, 1942, and was appointed area engineer in charge of construction at the Melvindale Forge plant and later to a similar position at the Willow Run air base.

Mr. Schley is a member of the Detroit Chapter of The American Institute of Architects, and until entering the service practiced in Detroit.



Schley

R. E. RASEMAN

Richard E. Raseman, Fellow of The American Institute of Architects, and member of its Detroit chapter, passed away in Detroit on January 13, at the age of 88.

Mr. Raseman, who with George D. Mason, represented the early practitioners of Detroit, was the father of Richard P. Raseman, past president of the Detroit Chapter A.I.A., who is now a lieutenant in the U. S. Navy, stationed at John Carroll University, in Cleveland, Ohio, where he is contributing to the Navy's V-5 program.

Richard E. Raseman was born in Detroit on July 29, 1855. At one time he practiced with Mr. Julius Hess in Detroit, and for a period Mr. Louis Mendelssohn was also in the same office. Later, Mr. Raseman formed a partnership with Henry M. Freier and this was followed by a partnership with his son, Richard P.

Mr. Mason recalls the Raseman office as "one of the best," and Richard E. Raseman personally as "one of the finest gentlemen I ever knew." John A. Brown, president of the Rayl Co., said, "Henry Freier practically grew up in the Raseman office. From 1905 to 1915 I sold builders' hardware in the architects' offices up and down Griswold street, and the greatest pleasure I had was dealing with men like Mr. Raseman."

The Architectural Review, a Chicago publication, in its September, 1897 issue, was devoted to the A.I.A. Convention in Detroit and carried illustrations of mid-west architects' offices. Among them were examples of Mr. Raseman's buildings. One was "Municipal Building," now occupied by Wayne University Medical College, on the East Side of St. Antoine Street, between Catherine Street and Gratiot Avenue.

Besides his son, Richard P., he leaves a son, Carl H. and a sister, Bertha.

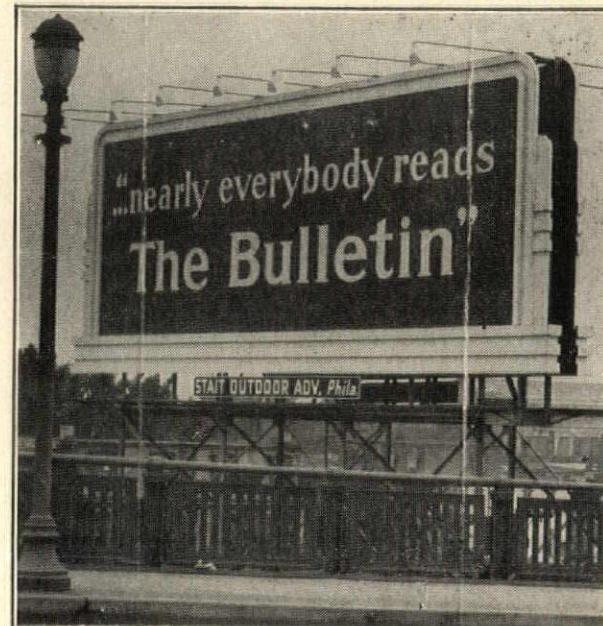
Mr. Raseman's many friends will mourn his loss.

INDIANAPOLIS HIRES PLANNING DIRECTOR

Indianapolis city plan commissioners have employed Noble P. Hollister as permanent director of city planning.

Mr. Hollister recently completed a comprehensive "master plan" detailing the future growth of Indianapolis for the next 50 years. He was acting under special assignment by the plan commission.

Prior to his initial agreement with the city last November, he was a planner with the National Park service. He also drafted an outline for the possible expansion of city park facilities in Indianapolis.



Mr. Raseman

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During the past three months I have had quite wonderful meetings with 21 chapters of The Institute and the officers of five others.

Attendance has run all the way from spirited little round table sessions of six or eight in the smallest chapters to 130 in the largest ones!

Most of them included non-member architects and more often than not we let our hair down and indulged in some good old cracker barrel discussions of our problems, and of our organization—its merits, its failings and our general expansion program.

They are really a grand bunch of men and I am more than ever convinced that we can achieve a unified organization that is clean, strong and honest, and of ever increasing service to society and to ourselves.

As a matter of fact we are doing it! We are starting off the new year with an amazing new strength of 4,000 corporate members and still going strong!

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MUSICIANS TAKE NOTE

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You must all be good adapters
Of the Past of your Profession to the ever present Now;
You must visualize the Future,
You must make the Present suit your
Coming duties in the future when the New World makes
its bow

To the Future of the Nation,
When you'll have a tiny ration
Of the multiple materials that are needed for your work;
When the Substitutes step forward
And it's useless to go store-ward
For the things you're used to using, for they're gone in
War-time's murk.

You must learn to build your houses
(Though your dormant temper rouse)
Of such things as War has left you, since you can't get what
you need.
Since the War has so bereft you
Make the best of what is left you
And you'll find that Architecture through the ages will
succeed.

Goldwin Goldsmith, 1943

At the organization meeting of the Board of Directors of the Builders' and Traders' Exchange for the year 1944 which occurred January 25th, the following officers and committeemen were chosen:

President, William F. Seeley, Western Waterproofing Co.; Vice-Pres., Benjamin A. Capp, Wolverine Marble Co.; Vice-Pres., Paul Marshall, Aluminum Company of America; Treasurer, G. K. Chapman, Walbridge, Aldinger Co.; Secretary-Manager, E. J. Brunner, Builders' & Traders' Exchange.

Chairmen of committees as follows:

Finance, Herman Clafehn, A. A. Albrecht Co.; Legislative, Mervyn Gaskin, Taylor & Gaskin, Inc.; Membership, Albert B. Ameel, Talbot & Meier, Inc.; Room and Rules, Howard Miller, Masonite Corp.; Building Industry, Herman Banbrook, Banbrook-Gowan Co.; Entertainment, Alfred Brodine, Huron Portland Cement Co.

EDWIN H. CLARK, A.I.A., announces the removal of his office from 8 East Huron Street, to 75 East Wacker Drive, Chicago 1, Illinois, Room 2003; Telephone Randolph 3390-1.

CONTRACTORS TO COLLECT SALES TAX

Approximately 25,000 construction contractors must be licensed and regulated starting Jan. 1 as a result of a recent State Supreme Court decision that they are exempt from sales and use taxes on materials they use, the State Department of Revenue announced today.

"Previously we had considered contractors as the consumers of the materials they used on construction," said Walter F. Reddy, deputy revenue commissioner. "Under the Supreme Court decision, we have had to rewrite our rule to construe them as retailers."

"The effect is to add the estimated 25,000 licenses to the number we must handle. Since each licensee is entitled to a \$50-a-month exemption from tax, we will lose about \$450,000 a year in revenue despite the extra work."

The contractors formerly paid the sales tax when they purchased materials from suppliers, Reddy explained. Under the new practice, they will pay the tax to the State but probably will collect from their customers.

"Michigan, incidentally, becomes the only one of the 23 states levying sales taxes that construes a contractor as a retailer," Reddy said.

The Supreme Court decision was in a case brought by the R. C. Mahon Co. One issue was whether sales taxes should be collected on materials used in the construction of Federal projects. The decision was that those materials are tax exempt.

"Our new rule covers this point," Reddy said. "As retailers, contractors can sell direct to exempt entities, such as governmental agencies."

The new regulation says that: "All contractors are obliged to obtain and maintain a sales tax license. In the absence of furnishing their material or supply dealers the number of a bona fide sales tax license, no seller may sell materials within the state without application of sales tax."

GROWTH OF CITIES

Dean Walter T. MacCormack of the school of architecture of Massachusetts Institute of Technology, addressing a group of architects, reminded them that it was not until 1820 that the United States had a single city with a population as great as 100,000. Not until 1880 was there a city of a million. Now there are 3,000 cities, five of more than a million, 93 of over 100,000. The urban areas have increased from five per cent of the population to 56 per cent.

Dean MacCormack asked: "Are we a civilized nation if we permit our people to live in conditions of over-crowding where there is so great a wealth of land at our disposal?" But he sadly admits that many people like to live in cities—not uncomfortably in slums, of course, but under conditions of bright light, moving throngs and a general feeling of nearness to other folks. So the architect planning for the future must minister to that human gregariousness while trying to give every family enough space and health.

Two other factors contribute to the growth of cities. One is that people go where jobs are. Factories and marts tend to centralize the living of those who work in them, and one factory tends to attract another. The other factor is the comparative ease of city living. The country competes with the city only when it offers labor-saving comforts in the home and good roads to get people to meet other people easily. It needs live churches, schools, stores and amusements.

NEW OFFICERS, GRAND RAPIDS CHAPTER

At a meeting of the Grand Rapids Chapter of the American Institute of Architects, held on January 26, 1944, the following officers and directors were elected:

Roger Allen, President.
Louis C. Kingscott, Vice-President.
Harry L. Mead, Secretary-Treasurer.
Adrian N. Langius, Director, 2-year term.
Kenneth C. Walch, Director (continuing).

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Volume 18

DETROIT, MICHIGAN, FEBRUARY 29, 1944

No. 9

HOUSING AFTER THE WAR, OR ADD A ROOM FOR GRANDMA

Being a Symposium of Facts and Sense Illuminated With Bits of Delightful Satire

By CHAS. B. McGREW, A.I.A.

I recently spent an evening with friends who were seriously considering selling their lovely six-year old \$7,500 home. They had been reading about those marvelous post-war houses which would be far, far ahead of existing homes in every conceivable way, would cost, perhaps, less than half as much, and to which additions may be ordered by phone and occupied within a few days. They had concluded that they would be financially eradicated unless they rushed into the market and sold before these new creations appeared and destroyed the values of existing dwellings almost overnight. It seemed wise to explore my own situation if I would avoid suddenly finding myself face to face with a wholly obsolete home and consequent serious financial loss. My deductions and conclusions are submitted for whatever comfort they may be to those unfortunate souls who happen to own their homes.

During World War I residences, garages, dining halls and other kinds of buildings were erected from "standardized" panels, usually fabricated on the site, and it was at that time confidently predicted that traditional construction methods were doomed. Although some prefabricated houses were built after that war, these predictions failed to materialize because the completed buildings were either structurally unacceptable, their appearance was unsatisfactory or, for some other reason, they did not successfully compete with buildings constructed in the traditional manner.

Designs and techniques of construction have progressed almost uniformly and continuously. The early American



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builder fabricated almost everything which went into a house on the site. This practice has been steadily giving way to shop mass-production of standardized, fully-completed items. I recall seeing carpenters build window-frames on the site for a home which my father built, but today window and door frames, doors, mantels, entrances, cupboards, and various other such articles are manufactured almost entirely in mills off the site. Gradually, patterns and sizes were standardized and produced in large quantities, until, at the present time, a wide variety of "stock" mass-produced items, appropriate for low and moderate priced homes, may be delivered fully assembled and incorporated into a building during erection.

There are sound reasons for factory prefabrication of such things for the average home, namely, (1) uniformly higher quality, (2) greater labor efficiency, (3) better storage and protection until required on the site, and (4) prefabricated products can be manufactured ahead of orders and placed in stock, thus leveling off the production curve and stabilizing employment. Each contributes toward improvement in quality and lower cost.

It is, therefore, altogether likely that this evolution will See McGREW—Page 3

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WILLIAM S. WOLFE

William Sidney Wolfe, for the past several years chief engineer for the firm of Smith, Hinchman and Grylls, architects and engineers, of Detroit, died at his home, 19240 Lancashire Road, in Detroit, on February 10, following an extended illness of an unusual nerve ailment.

Born on March 21, 1889, at Williamsfield, Ill., where he attended the public schools, he was awarded an engineering scholarship and continued his studies at the University of Illinois, receiving his master's degree in 1914. He remained for the succeeding four years, teaching graphics statics and other engineering subjects. During this period he worked on his book, "Graphic Analysis," which became a standard text in many technical schools throughout the country.

During World War I, Mr. Wolfe was in Philadelphia with the Emergency Fleet Corporation, acquiring a wide reputation designing reinforced concrete and steel ships. In 1919 he came to Detroit to become associated with Smith, Hinchman & Grylls. He was a leading structural engineer in Detroit, and one of the foremost in the country, his work being in evidence in important skyscrapers and industrial plants. He has aided and inspired hundreds of young engineers.

Mr. Wolfe was a member of Tau Beta Pi, Sigma Chi, Alpha Rho Chi, the American Society of Civil Engineers, Society of Naval Architects and Marine Engineers, Michigan Engineering Society, and the Detroit Illini Club. He had been listed in "Who's Who in Engineering" continuously since the first edition.

He leaves his mother, Mrs. Grace Wolfe, of Urbana, Ill., his wife, the former Lois Myrtle Harris, and a son, Robert W., who recently graduated from the University of Michigan.

ON NEIGHBORHOOD UNITS IN CITY PLANNING

Following the discussion at the last Detroit Chapter meeting, E. A. Eichstedt, of the Detroit City Plan Commission, offers the following bibliography. The Adams book deals with the Neighborhood Unit on raw land, but most of the others treat of its application to existing city patterns.

Clarence Perry, *Housing for the Machine Age*, 1939.
City of Baltimore, *Long Range Recreation Plan*, 1943, pp. 9, 10. *Planner*, April, 1943 and September, 1943, p. 6.

Los Angeles Regional Planning Commission, *Cities Are For People*, pp. 53 to 64.

R. L. Duffus, *Mastering the Metropolis*, 1930, pp. 212-216.

Harrisburg Regional Plan Committee, *Planning for the Future of the Harrisburg Area*, 1939-40, pp. 65-69.

National Resources Planning Board, *Rebuilding Cities*, 1942.

Architectural Forum, October 1943, articles by Engelhardt and others.

Architectural Record, September 1943, p. 12.
Pencil Points, "Accelerated Planning Technique," August 1943, p. 40, 41, 48-50.

Michigan Soc. Arch't Bulletin, Dec. 7, 1943, article by C. W. Killam, p. 8.

Architectural Forum, October 1943. Several articles, especially "Fundamentals of Land Planning," by Miles Coleen, p. 66.

Mr. Saarinen's Statistical Outline for Civic Design Group, 1943.

Design of Residential Areas, by Thos. Adams, 1934, p. 147 on. This is Vol. 6 of the Harvard City Planning Series. It deals only with new units.

Pencil Points, March, 1943, p. 48, 49.

Honor was bestowed upon Edward H. Laird, when recently he was elected president of Detroit Chapter, The American Society of Landscape Architects, Inc. Mr. Laird, resident of Birmingham for many years, is a member of the firm of Wilcox & Laird, with offices in Detroit and Birmingham. He is on the Birmingham Selective Service Board, interested in numerous local civic activities, and laid out the landscape design of the Municipal Center.

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NEED FORESEEN FOR ARCHITECTS

Plans for expansion and development of the Columbia University School of Architecture in the postwar period have been presented to president Nicholas Murray Butler in the annual report of Dean Leopold Arnaud of the architectural school.

Demands for trained architects for reconstruction work will be hard to meet in view of the 75 per cent drop in registration during the war years, Arnaud said, and will place a heavy burden on all schools for several years after the war.

Though it may be necessary to continue the present shortened course to meet these demands, Arnaud said, the faculty is "unanimous in its belief that this system of instruction is very poor and must be discontinued as soon as possible."

Arnaud recommends that the university plan a new building to house the school and its libraries in view of the anticipated enrollment increase. He also urged that training of landscape architects be included in the regular course and studies to replace the certificate now offered.

POSTMASTER THANKS DETROITERS

Postmaster Roscoe B. Huston says, "I dread the thought of what might have happened to the Holiday mail if the people of Detroit including the Press, Radio, Churches, Fraternal Organizations, Retail Merchants, Board of Education, Board of Commerce and the Army and Navy had not shown such a fine spirit of cooperation."

"It looked like a hopeless job in late November and early December," he said. "Help and trucks were unobtainable and trains were slow to move the large volume of mail pouring in daily. Early mailing was urged to spread the job over a longer period and use of Delivery Unit Number recommended in the address of mail so that temporary employees could help in the complicated scheme of distribution to carrier delivery stations."

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The glass industry is preparing important contributions to solar heating which may come into its own in some parts of the country sooner than many anticipate. Every architect should keep up-to-date on this subject.

Light Weight Metal

Manufacturers have been working diligently on standardization of both light industrial building and housing. As the cost of wood rises and quality diminishes, the use of light-weight metal framing will surely become much more prevalent. It appears altogether probable that the point may soon be reached where light-weight metal lumber will be competitive with suitable grades of wood. Then the transition is, in my opinion, going to be very rapid, and steel frame houses will be going up everywhere.

Like the plastic manufacturers, the steel producers are studying their problems thoroughly and are not expected to push their goods into the market until they have a pretty good idea of how they will perform.

Plaster Substitutes

Everyone seems determined to eliminate the plasterer, but he is still with us. Temporary war housing projects have proven that plaster substitutes such as plywood, compressed fibre board and gypsum board, are not yet entirely acceptable for permanent homes. The first and second warp and the second and third are too easily marred and punched full of holes. A thoroughly dependable dry plaster job which would shorten the construction period and eliminate damage from moisture would be welcome, but it does not seem to be here yet.

It should be apparent that these glamorous new and revolutionary construction systems and materials are not far enough from the experimental stage to be ready for the market. I think their general use will not be soon, so, at the risk of provoking raucous laughter among the prefab and ersatz enthusiasts, I make a few predictions, to-wit:

1. When building is resumed after the war, it will begin a few years (depending on the length of the war) ahead of where it was when civilian construction was stopped. Developments in construction technique will continue to appear with regularity, just as they have done and are still doing in the automobile industry.

2. Whether traditional or modern in design, post-war building will be constructed largely within the frame-work of the building industry as now organized. If prefabricated buildings can compete with those built by conventional procedures, their use is unlikely to be extensive until the public has become accustomed to their appearance and accepted them esthetically, and until they have definitely proven their serviceability.

3. Of the many new construction systems, materials, and devices, which may be offered to the public, few will survive. (Incidentally, what has happened to "free-wheeling"?)

4. The value of well-kept existing houses will not suffer abnormally by comparison with those of the early post-war period. Do not forget that labor costs have gone up about 20% and material even more since Pearl Harbor, and downward revisions are slow and painful. An additional load of about 10% of labor costs to cover taxes, insurance, etc., must now be tacked onto every estimate. It will take a lot of resourcefulness and efficiency to offset such increases. Your old house may look pretty good in comparison with those built equally well in 194X, cost considered.

It seems that reputable architects and builders should promptly de-bunk the exaggerated stories about post-war housing being widely circulated through certain periodicals. Failure to do so may upset hopes for a sound post-war building program. People should not wait for the last word in building unless they are prepared to wait plenty long. Anyone contemplating any kind of post-war construction should be working with his architect now, so that he may be ready to contribute his bit to the reduction of possible unemployment. This is a patriotic duty.

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McGREW (Continued from Page I)

continue, step by step, until the point is reached where further standardization is no longer practical or profitable. It is not at all improbable that standardization and prefabrication of the interior shells of such rooms as baths, closets of various types, lavatories, kitchenettes, etc., will be next on the prefab program. Such "stock" rooms will be complete in every detail, with the plumbing fixtures, medicine cabinets, soap recesses, towel bars, and everything else included as an integral part of the packaged product. They would be ready to push into position within the building and be hooked up. As in the case of all mass-produced goods, special features such as different fixture arrangements, special window and door locations, etc., would be so expensive that the price advantage of prefabrication would disappear. Such rooms, therefore, will be used "as is," with the result that planning possibilities will be further and further restricted as the number of "stock" rooms to be included in the dwelling is increased.

The limitations on planning imposed by use of a number of these integrally prefabricated rooms may be to a considerable extent overcome by employing standard prefabricated panels, which provide greater flexibility, but, in my opinion, very few of these systems have yet been subjected to sufficient normal use to establish them as the equal of conventional construction. Interchangeable prefabricated units employing new and traditional materials will continue to be designed, and numerous buildings may be erected during the early post-war era to give them a thorough tryout. Unanticipated "bugs," as in a new automobile, will appear when these buildings are subjected to long occupancy and weather, and these must be eliminated before the experimental stage can be considered at an end. These experiences will reveal unserviceable materials and design features. While building prefabrication is today unquestionably far ahead of where it was after World War I, I believe that it still faces the same task of establishing its product as equal to or better than that produced by traditional methods at equal or less cost.

It will be of interest to note that Region V of the Federal Public Housing Authority obtained proposals on 73 temporary war housing projects in which the successful contractor was allowed the option of using prefabricated or conventionally built dwellings. Production of the large number of similar buildings comprising these projects should give the prefabricator a decided advantage. As a matter of fact, they can expect but one such opportunity in a lifetime. However, only 31 of the successful bidders elected to use prefabricated buildings, which indicates that conventional construction appeared less costly. Only a few of these pre-fabs were produced entirely in factories; they were usually a mixture of factory and site fabrication. One of their big arguments was that speed of erection would insure much earlier delivery of completed dwelling units, but performance was not up to expectations. Local temporary war housing has not yet been in operation long enough for a review of comparative maintenance costs.

The competitively-priced, wholly prefabricated one-family dwellings which I have seen do not impress me as being competitive in other ways. Many employ materials which have been only recently developed or standard materials have been assigned duties for which their suitability has not been established. Their impersonal, machine-made appearance, apparent lightness and extreme space economy do not contribute to the graciousness which all Americans should strive to build into their homes. They are machines in which to live—but who wants to live in a machine! They may be all right for the summer cottage, temporary war housing, or similar buildings, but it does not seem reasonable that their durability, appearance or low cost will be so well established as to lead to their general acceptance for twenty-year housing very soon after the war.

Let us briefly examine the galaxy of new materials which are to contribute so much toward this promised super-duper prefabricated extensible \$2,000 house which we will soon order by phone and move into within a week. They are many, and we can here briefly consider only enough to give an idea of what has been accomplished and what yet remains to be

done before they can be accepted by reputable architects and builders as the equal of materials now in general use.

Electrical and Mechanical

Although normal production of mechanical and electrical devices for civilian construction has been almost completely stopped for the past two years, experiments have been continuing at more than normal rate. It is anticipated that many of the first new models of heating, plumbing, and electrical equipment put into production after the war will embody decided changes which, it is hoped, will turn out to be improvements. A new type of manually-fired down-draft coking warm-air furnace has been developed which experiments indicate will operate efficiently on about 20% less of the cheaper grades of midwest bituminous coal without smoke. We will have better and less expensive electric lighting, improved electric dishwashers and garbage "dispos-alls," electrical refrigerators will hit a new high with a deep-freeze compartment, and so on.

Many substitutes for metal gadgets of one kind or another have been tried with and without success. We have found that plastic floats (for water-closet tanks) and lamp shades have given satisfactory service, but "Victory" faucets and valves have been a disappointment and will be replaced. I have seen plastic water supply tubing and shower heads which have been completely ruined by hot water. Thermoplastic tubing now costs about twice as much per lineal foot as the same size of copper tubing, so copper, when available, may run it out of the market before it really gets in. A transparent plastic (or glass) trap, through which, it is claimed, stoppages can be studied, is on the market, but since water, grease, etc., will soon destroy transparency, I see no point in installing such fittings.

It seems probable that most of the more valuable improvements will result from changes in design rather than in materials.

Plastics

While plastics may not yet be suitable for some purposes, manufacturers are now making ingredients for glazing and caulking compounds, paints, glues, and similar products which should result in substantial improvement. The new waterproof glues used in plywood planes and boats have given new confidence in the exterior use of plywood. There is apparently no limit to such articles as counter top and edging materials, coat hooks, door knobs, etc., which can be manufactured economically in transparent or colored plastics. One manufacturer told me that after further experimentation they may make trim to replace the wood now generally used in housing, but that production of all-plastic door and window assemblies may be fifteen years away.

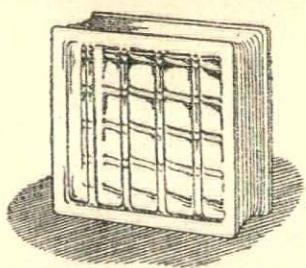
Plastic covered rigid insulation board looks very promising, but is now much too costly. In a few years it may definitely influence design and construction techniques.

One thing is sure, the plastic boys are trying out everything thoroughly. They are too smart to destroy public good will by marketing unproved products. The extravagant expectations built up for plastics by people outside the industry seem to have those on the inside somewhat bewildered.

Glass

Representatives of large glass companies advise that their firms do not anticipate any revolutionary changes in glass. They hope that more and larger orders will come along, but it will still be glass as we know it today.

Insulating glass appears to be their most spectacular new product. This consists of two sheets of ordinary glass with a metal (or maybe plastic) separator which serves as a sort of double frame, holding the sheets a uniform distance apart. The edges are then taped with a foil to hold the sheets of glass and the edging strip together, or metalized edges of the glass are soldered to the separator. Each sheet is now made especially for a specific opening, but manufacturers state that stock sizes may be produced after the war. I am advised that the present cost is approximately five times the cost of sheet glass plus glazed storm sash. As insulating glass has an overall thickness of approximately $\frac{1}{2}$ ", thicker sash may be required and frame details must be revised. Obviously, existing houses are unlikely to be re-glazed with insulating glass.



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